Adopted May 19, 2026

DRAFT

Subject to Review & Comment

KENDALL COUNTY HIGHWAY DEPARTMENT

6780 Route 47, Yorkville, IL 60560 kendallcountyil.gov

ADA Transition Plan

for Public Rights-of-Way

Table of Contents

I. Introduction

Background

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990 and subsequently amended on September 25, 2008. The Act is a civil rights statute that protects qualified individuals with disabilities from discrimination on the basis of disability. Title II of the ADA prohibits discrimination in all services, programs, and activities provided to persons with disabilities by State and local governments, including transportation. The ADA applies to all facilities built before and after the initial enabling legislation (1990). Each local public agency (LPA) is required to perform a self-evaluation of their current facilities relative to the accessibility requirements of the ADA. Only LPAs with more than 50 employees (including both full and part-time employees) are required to have a public right-of-way (PROW) accessibility transition plan detailing how and when the deficiencies will be corrected. However, a PROW accessibility transition plan is recommended for all LPAs.

Applicability to Kendall County

The goal for Kendall County, and more specifically, the Kendall County Highway Department, is to provide accessible paths of travel within County Highway rights-of-way. Right-of-way is defined as property (land) that is reserved for transportation purposes, whether it is reserved by warranty deed, dedication, or prescription.

This Transition Plan is limited to highway and pedestrian accommodations in Kendall County rights-of-way only and does not address County properties outside the rights-of-way, such as publicly owned buildings.

In general terms, pedestrian facilities within corporate limits are the jurisdiction and maintenance responsibility of the appropriate municipality, even if those facilities are located within the public right-of-way of a County Highway (605 ILCS 5/2-102, 5/2-202, 5/2-213, 5/2-14 et al). Kendall County has traditionally maintained only the pedestrian crossings of County Highways within corporate limits, including ramps, detectable warnings, pavement markings and pedestrian traffic signals; but does not maintain pedestrian appurtenances outside the crossing itself, e.g., parallel paths, sidewalks, and side street crossings. In unincorporated areas, where no other agency exists to maintain paths and sidewalks, and where no Intergovernmental Agreement (IGA) addresses jurisdiction, Kendall County will maintain these facilities that are located within the public right-of-way of a County Highway.

Purpose

The purpose of this transition plan is to:

- Conduct a self-assessment and inventory of need
- Solicit public input to increase awareness and effectiveness of the plan
- Incorporate new practices and procedures into the plan
- Develop an implementation schedule to address accessibility deficiencies
- Achieve compliance with IDOT, PROWAG, and ADA guidelines

II. Steps to ADA Compliance

Identify an ADA Coordinator

The following individual is the ADA Coordinator for Kendall County PROW. The ADA Coordinator is responsible for efforts to comply with Title II of the Americans with Disabilities Act. This includes developing and administering all aspects of the ADA Transition Plan as detailed herein.

Kendall County Engineer
6780 Route 47
Yorkville, IL 60560
(630) 553-7616
https://www.kendallcountyil.gov/departments/highway

Self-Evaluation

Kendall County Highway Department staff initiated an inventory survey in 2026 to inspect and review physical characteristics of sidewalks, multi-use paths, curb ramps, traffic signals, and related appurtenances within County rights-of-way. The survey is being used to identify any barriers to pedestrian accessibility, based on the most recent edition of the Public Right-of-Way Accessibility Guidelines (PROWAG).

The self-evaluation survey is particularly important because it creates a database that will be used to prioritize and track accessibility deficiencies, as well as improvements to correct said deficiencies. The database will also be used to identify and categorize ownership and maintenance responsibilities for all pedestrian facilities within County rights-of-way.

Compliance Program

According to Section 8-1.01(a) of IDOT's Bureau of Local Roads & Streets Manual, a site must contain at least one pedestrian access route within the boundary of the site from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks, to the pedestrian access route for the building they serve. Local public agencies are not required to initially install pedestrian facilities on the PROW as a requirement under the ADA. However, once a pedestrian facility is constructed, the local public agency must provide an accessible pedestrian access route within the pedestrian facility.

Kendall County will consider several factors when programming pedestrian accessibility projects. These factors, along with funding availability, will help the County establish priorities for implementation.

Priority System

Priorities can be set by addressing both the needs and physical condition of pedestrian facilities.

From a needs perspective, the following elements should be considered (A-E):

A. Presence of a disabled population or specific complaints and/or requests from a disabled person or advocacy group (10 points)
B. High volume of pedestrians, such as in Business Districts or near schools (8 points)
C. Other high volume areas such as public buildings, hospitals, senior housing, libraries, public transportation facilities, or parks (6 points)
D. Low volume pedestrian use areas such as residential subdivisions (2 points)
E. Alternative ADA compliant sidewalk route within 1 block radius (-3 points) (Deduction meant to lower priority based on close proximity to a compliant route)

From a site condition perspective, the following elements should be considered (F-J):

F. There is no accessible ramp at a pedestrian crossing in an area with sidewalks. (8 points)
G. Existing ramp is deficient due to deterioration (1-3 points), excessive slopes (1-3 points), or abrupt changes in surface elevations (1-3 points) [Maximum of 7 points total]
H. Pedestrian crossings at traffic signals do not have audible countdown timers (6 points)
I. Pavement markings for pedestrian crossings are deficient or deteriorated (2 points)
J. Where ramps are generally safe and in good condition, but do not fully comply, i.e., no detectable warnings with truncated domes, side tapers out of compliance, etc. (1 point)

Each pedestrian crossing will be rated according to the criteria listed above. Specific projects designed to correct deficiencies will address those rated numerically highest until budgeted funds are exhausted.

Although Chapter 8 of the BLRS Manual requires Kendall County, as a local public agency, to be responsible for the planning and renovation of existing pedestrian facilities within county rights-of-way, as they pertain to ADA accessibility standards, it is important to note that Kendall County is generally not responsible for construction and ongoing maintenance of the sidewalks themselves, at least for those facilities located within corporate limits. As discussed previously, these facilities are generally the responsibility of the appropriate municipality (see Applicability to Kendall County on page 3 of this document). Therefore, Kendall County's primary focus for implementation will be to address deficiencies for crossings of county highways. Other deficiencies will be documented and passed on to agencies with jurisdiction and maintenance.

Public Participation & Engagement

Kendall County will provide an opportunity for interested parties, including individuals with disabilities or organizations representing individuals with disabilities, to inspect and provide public comment on the ADA Transition Plan. The initial Transition Plan will be posted on the County's website for not less than 30 days. An additional 30 days will be provided to accept and review comments prior to adoption by the Kendall County Board.

After adoption by the County Board, the approved ADA Transition Plan will be permanently posted on the County's website. With respect to accessibility, individuals will continue to be able to engage with the County through the Grievance Procedure as detailed hereafter.

Kendall County also commits to reviewing and updating this Transition Plan every 5 years.

Grievance Procedure

Kendall County desires to provide for prompt and equitable resolution of accessibility complaints. The County will, to the best of their ability, consider and respond to all PROW accessibility improvement requests. Requests will be evaluated for applicability and, if deemed reasonable, will be scheduled for improvement consistent with the Implementation Schedule and County priorities. Grievances that identify deficiencies that are the jurisdiction or maintenance responsibility of other agencies will be forwarded to the appropriate agency.

Grievances must be submitted in writing and contain the name, address, and phone number of the complainant, as well as the specific complaint. The Grievance Form can be found in Appendix 2, contained herein, online, and at the office of the County Engineer, 6780 Route 47, Yorkville, IL. Grievances should be submitted to the ADA Coordinator, the Kendall County Engineer.

Within 30 days, the ADA Coordinator will respond, in writing, to the complainant. If the response does not satisfactorily resolve the issue, complainants may appeal the coordinator's decision to the County Administrator for further review and consideration.

Kendall County Administrator
504 S. Main St.
Yorkville, IL 60560
(630) 553-4142
https://www.kendallcountyil.gov/departments/administration

Implementation Schedule

2026	Survey all County PROW as they relate to accessibility standards
2027	Create an inventory of sidewalks, paths, ramps, highway crossings, signage, pavement markings, and traffic signal appurtenances
2027-2028	Rank / prioritize improvements for all accessibility deficiencies
2028	Create a GIS-based inventory to track accessibility elements
2028 and beyond	Implement corrections to accessibility deficiencies

Appendices

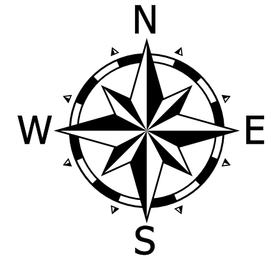
Appendix 1: Kendall County Highway Map
Appendix 2: Grievance Form
Appendix 3: County Design Standards
Appendix 4: Inspection Forms
Appendix 5: Enabling County Resolution

HIGHWAY MAP

KENDALL COUNTY

- 2025 -

www.kendallcountyil.gov



Scale

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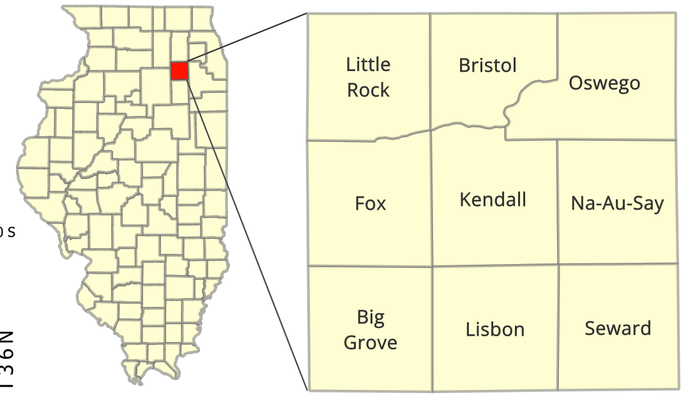
Miles



Roadways

- Interstate Highways
- U.S. Highways
- State Highways
- County Highways
- Adjacent County Highways
- Township Roads
- Municipal Streets
- Gravel Roads

Other

- Sections
- Township Lines
- State Parks
- County Forest Preserves
- Corporate Limits *(Various Colors)*

Published by:
Kendall County Highway Department
In partnership with:
Kendall County GIS / Mapping Department

Francis C. Klaas, P.E.
County Engineer

Department Headquarters
6780 Route 47
Yorkville, IL 60560
Phone (630) 553-7616
FAX (630) 553-9583

NOTE: The Rural Roads Identification System employs a numbering system based on a grid-mile coordinate system. The mileage is measured from the northeast corner of the County. Each grids section west and south of that corner receives a 1000 number added consecutively across the County. Intermediate intersections would be proportionate parts of 1000.

Appendix 1

Kendall County

Public Right-of-Way (PROW) Grievance Form

Reporting Individual

Name _____

Address _____

City, State, Zip Code _____

Telephone _____

E-Mail Address _____

Accessibility Deficiency

County Highway Name _____

Nearest Cross Street _____

Address (if available) _____

Date of Discovery _____

Description of Need _____

Describe in detail. Use additional pages, if required, and attach to this form. _____

_____

Signature _____ Date _____

Submit Form To: Kendall County Engineer
6780 Route 47
Yorkville, IL 60560
fklaas@kendallcountyil.gov

Office Use Only

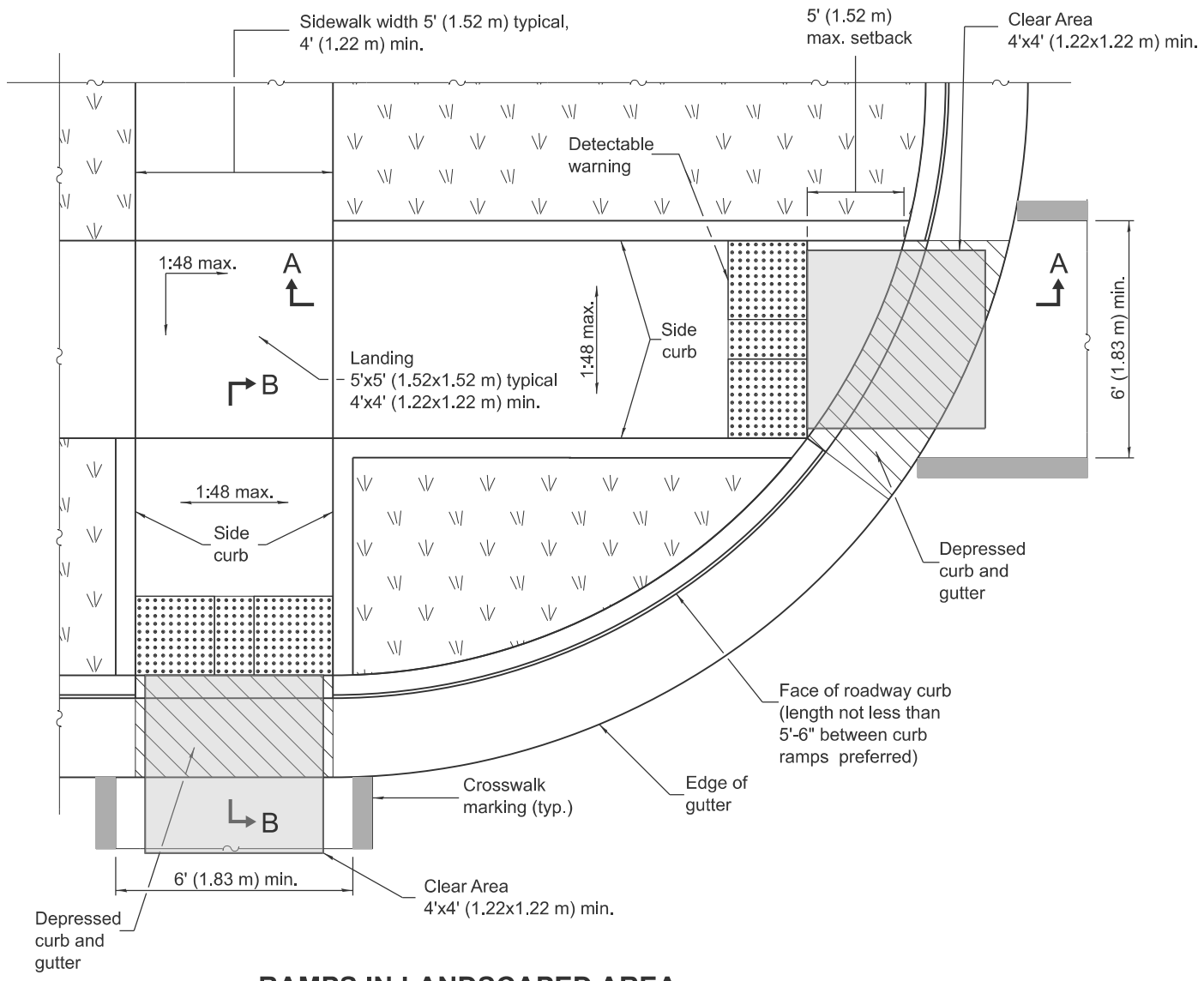
Received by _____ Date _____

Appendix 2

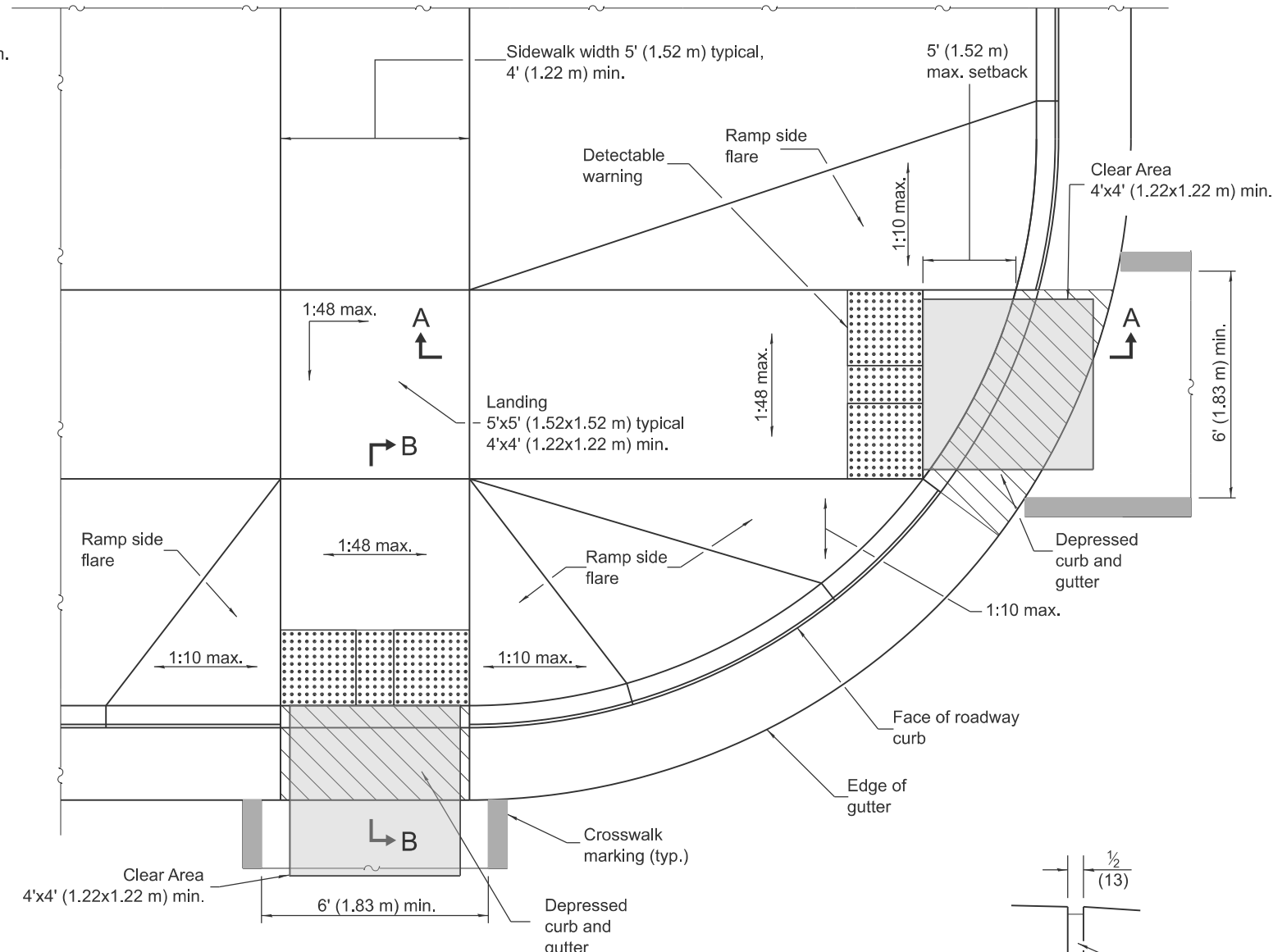
Appendix 3

County Design Standards

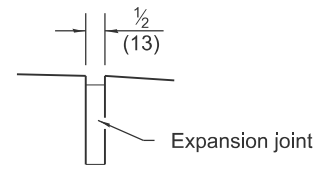
Pages 11-18



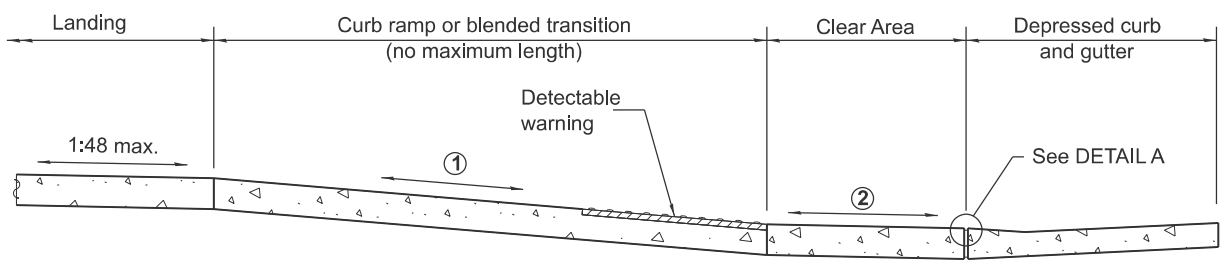
RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'



RAMPS IN PAVED AREA
SETBACK ≤ 5'



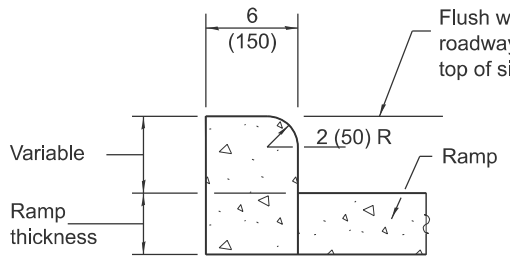
DETAIL A



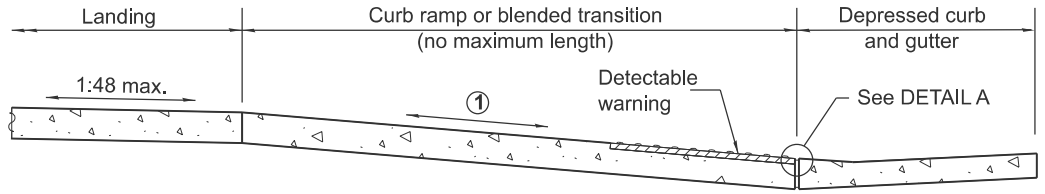
SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

② Clear Area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
- Yield/Stop Controlled Intersection - 1:48
- Midblock - grade of the road



SIDE CURB DETAIL



SECTION B-B

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

See Sheet 2 for GENERAL NOTES.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

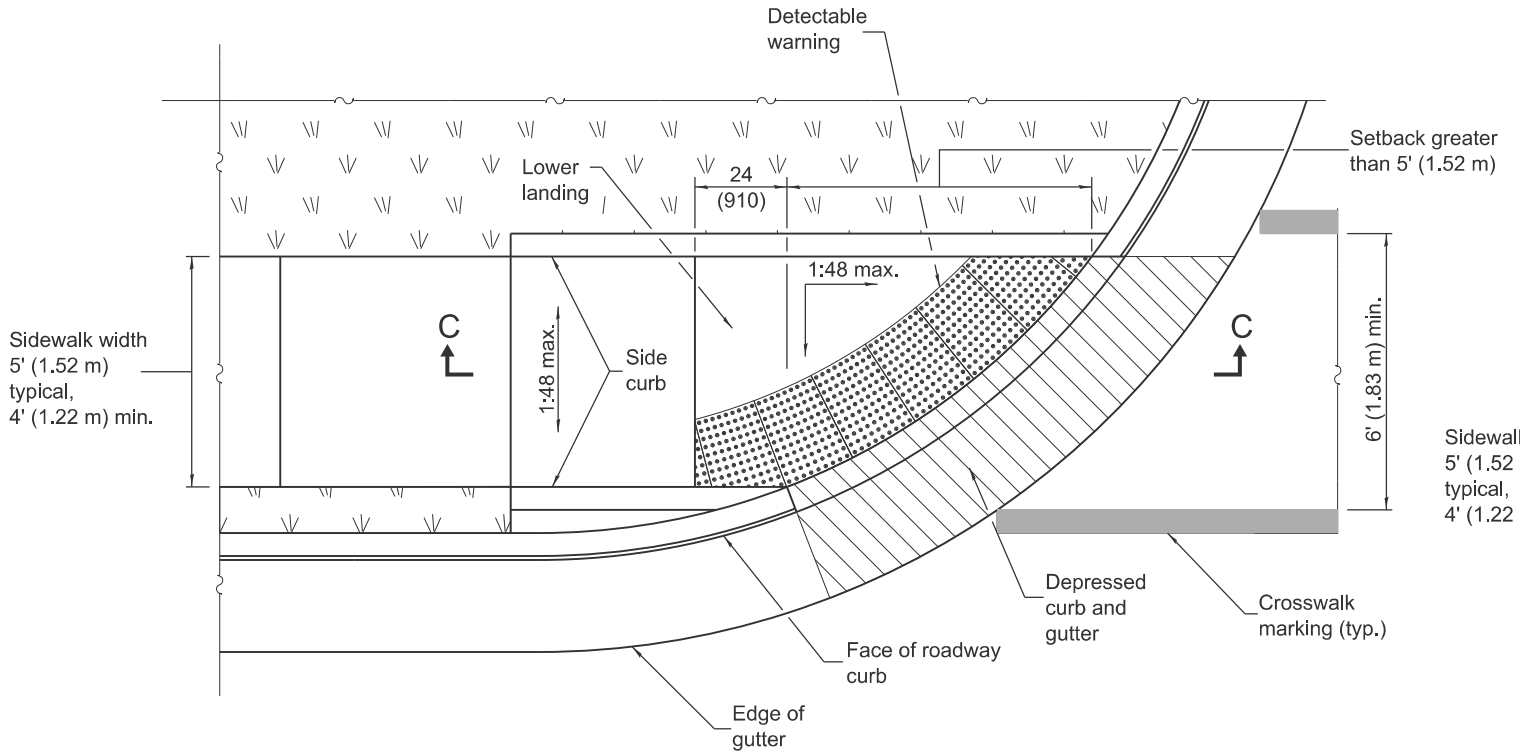
ISSUED 1-1-97

DATE	REVISIONS
1-1-25	Indicated "Clear Area" Location and
	updated cross-slopes.
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.

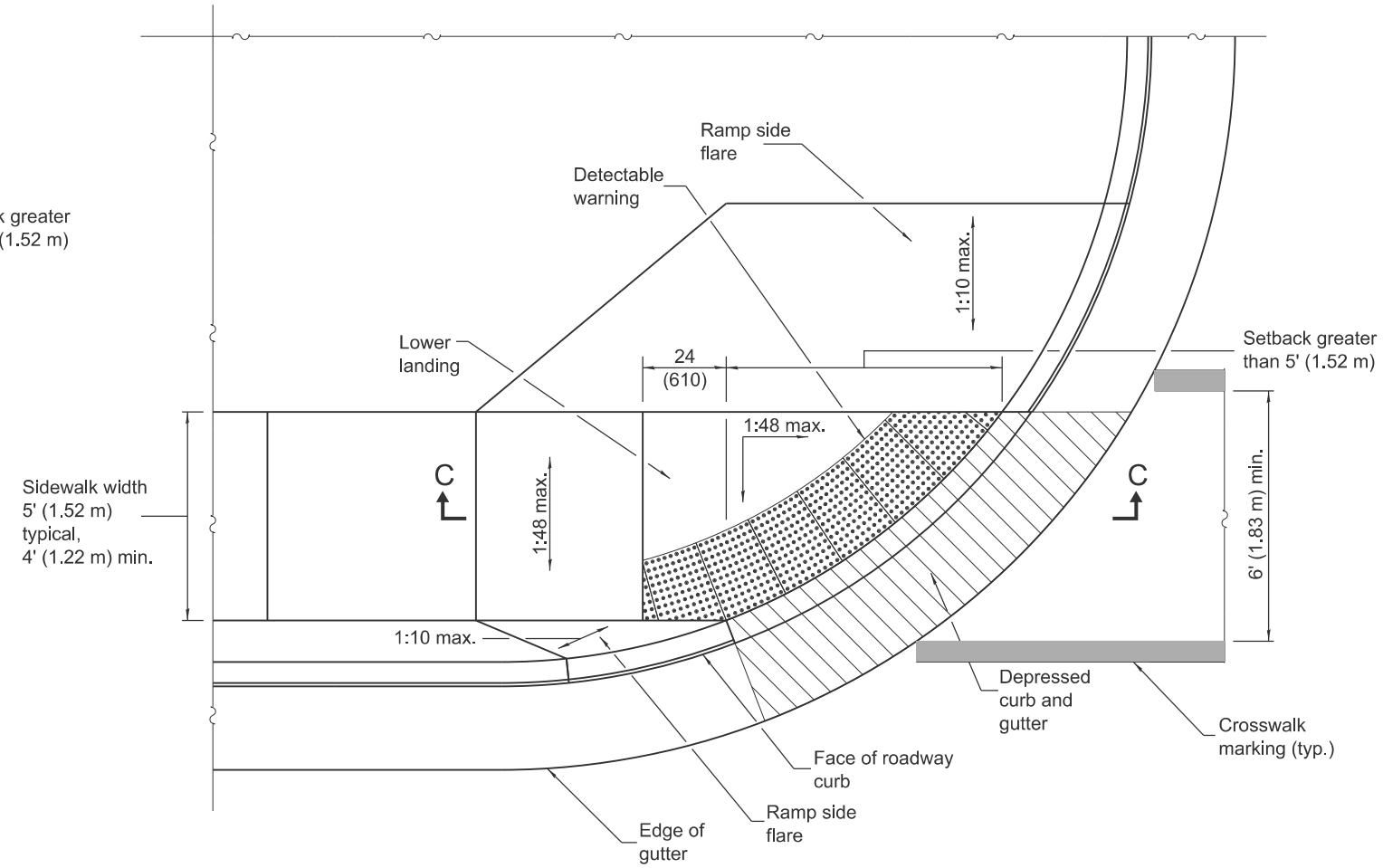
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

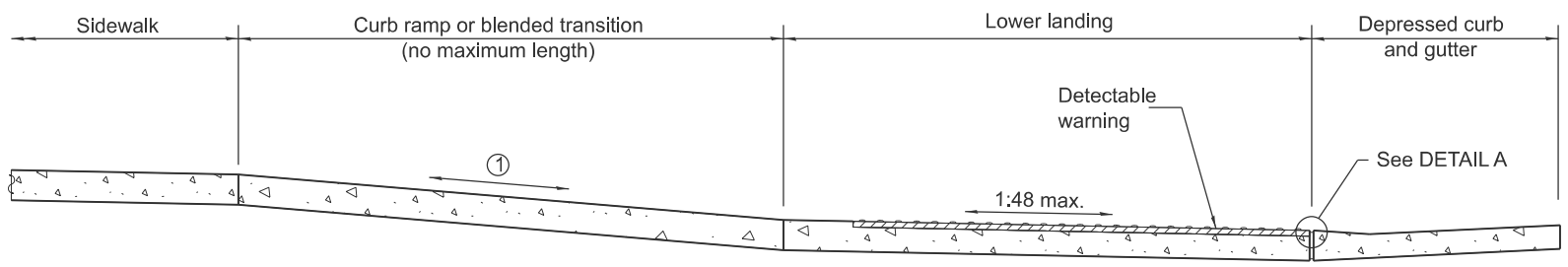
STANDARD 424001-12



RAMP IN LANDSCAPED AREA SETBACK > 5'



RAMP IN PAVED AREA SETBACK > 5'



SECTION C-C

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
Marshall K. Motichek
ENGINEER OF POLICY AND PROCEDURES

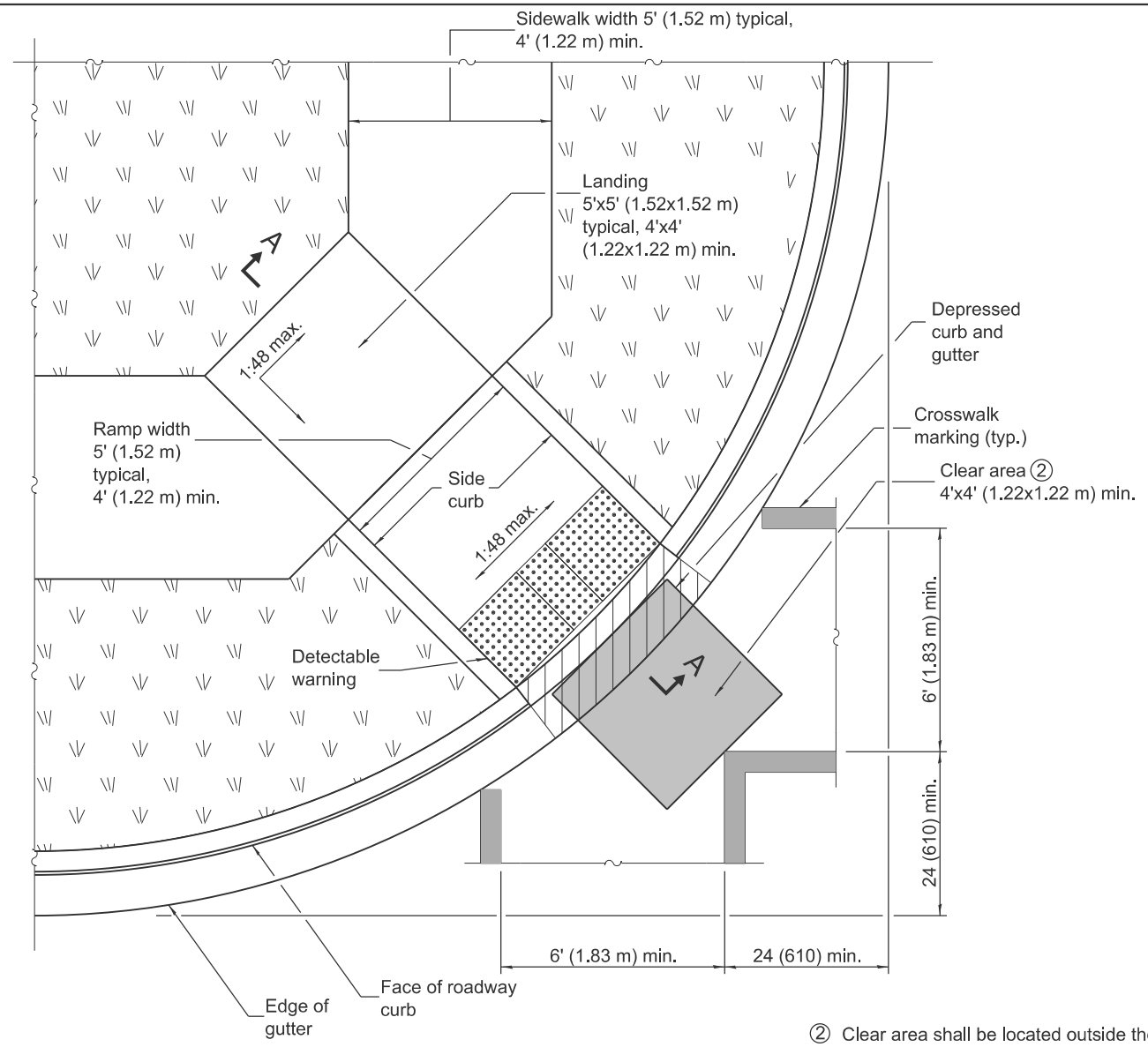
APPROVED January 1, 2025
Todd Cox
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

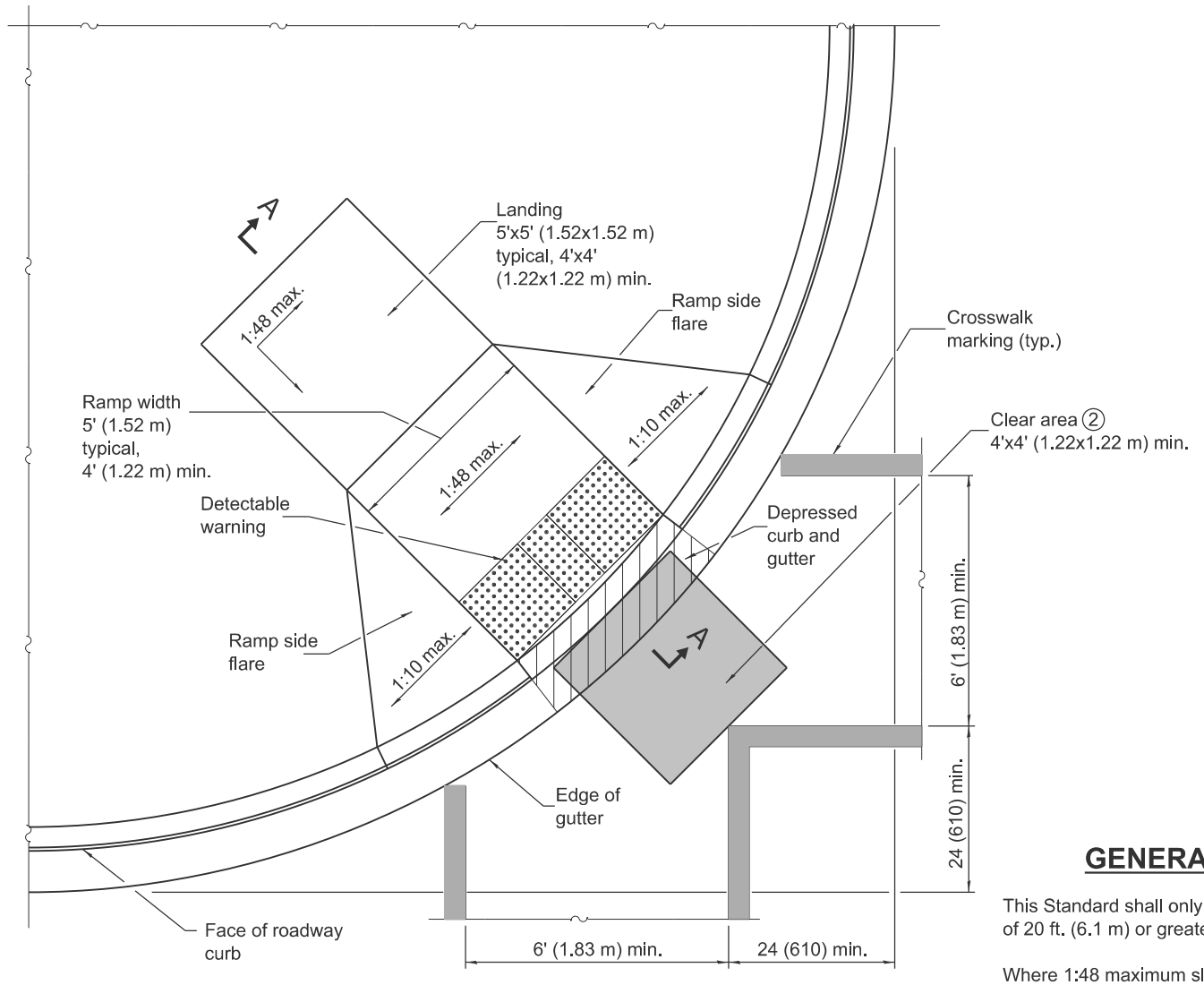
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-12



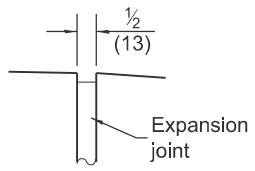
RAMP IN LANDSCAPED AREA



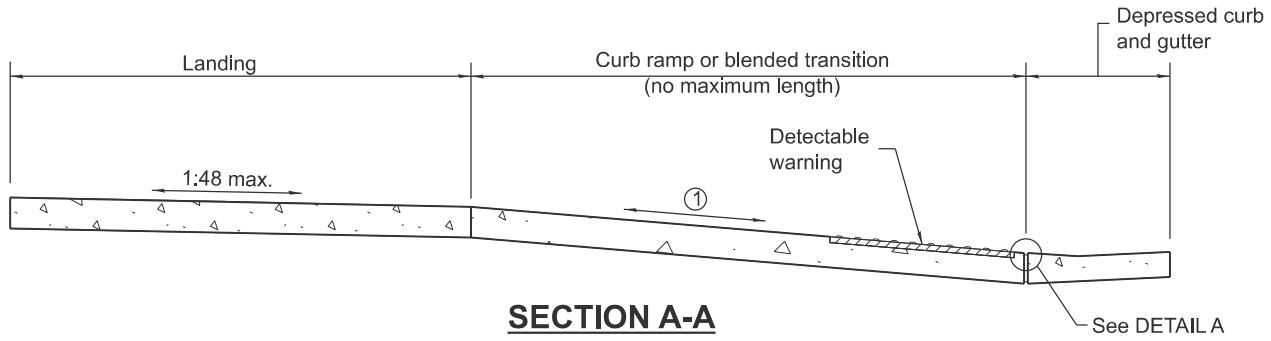
RAMP IN PAVED AREA

② Clear area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:

- Signalized/Uncontrolled Intersection - 1:20
- Yield/Stop Controlled Intersection - 1:48
- Midblock - grade of road

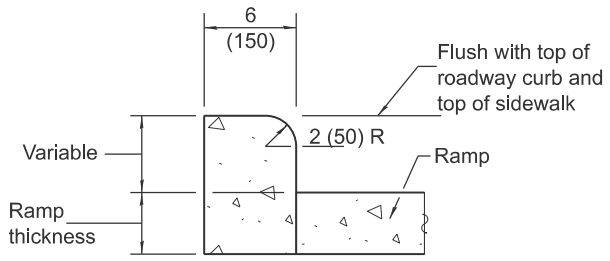


DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



SIDE CURB DETAIL

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

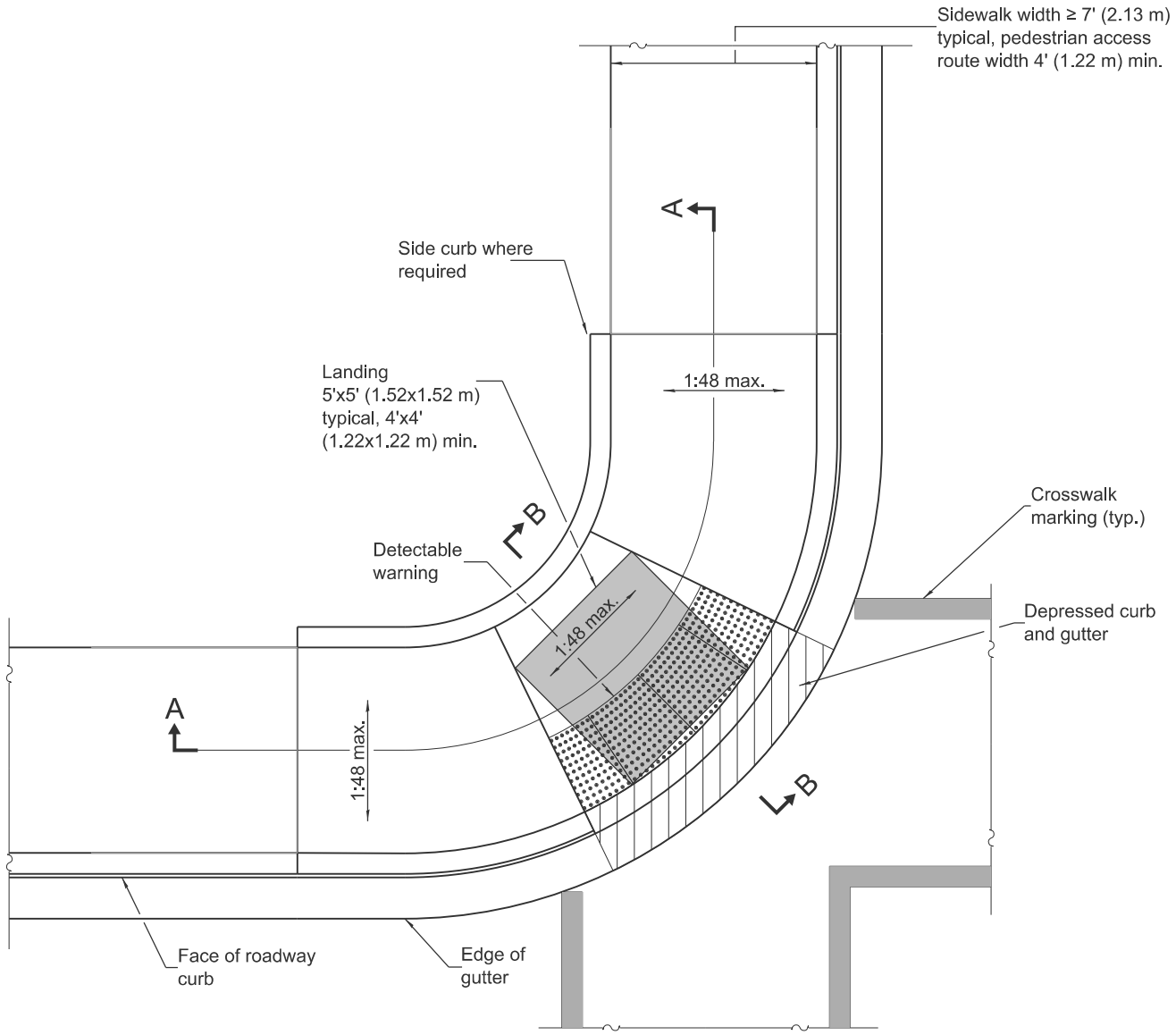
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

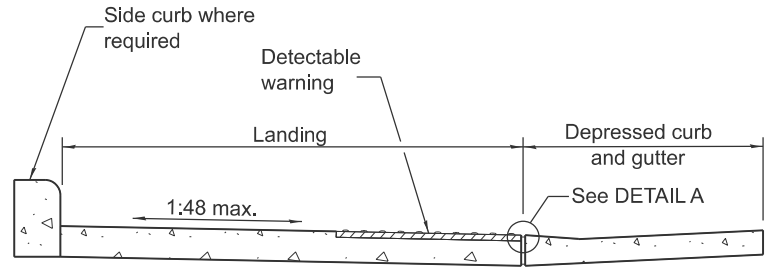
DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and
	updated cross-slopes.
1-1-21	Clarified minimum crosswalk width
	and locations.

DIAGONAL CURB RAMPS FOR SIDEWALKS

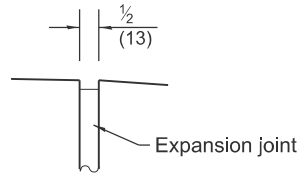
STANDARD 424006-06



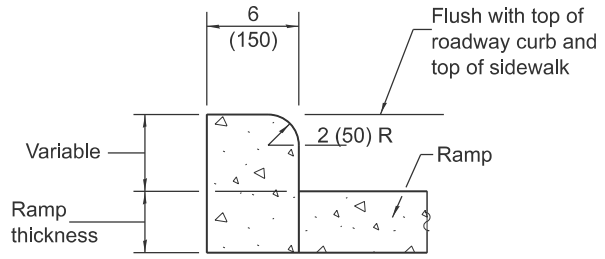
CORNER PARALLEL CURB RAMP



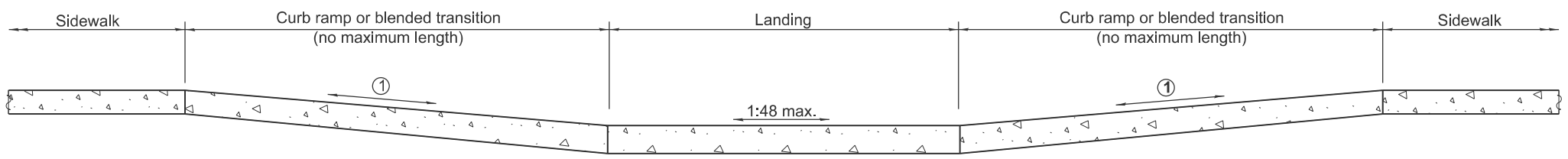
SECTION B-B



DETAIL A



SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

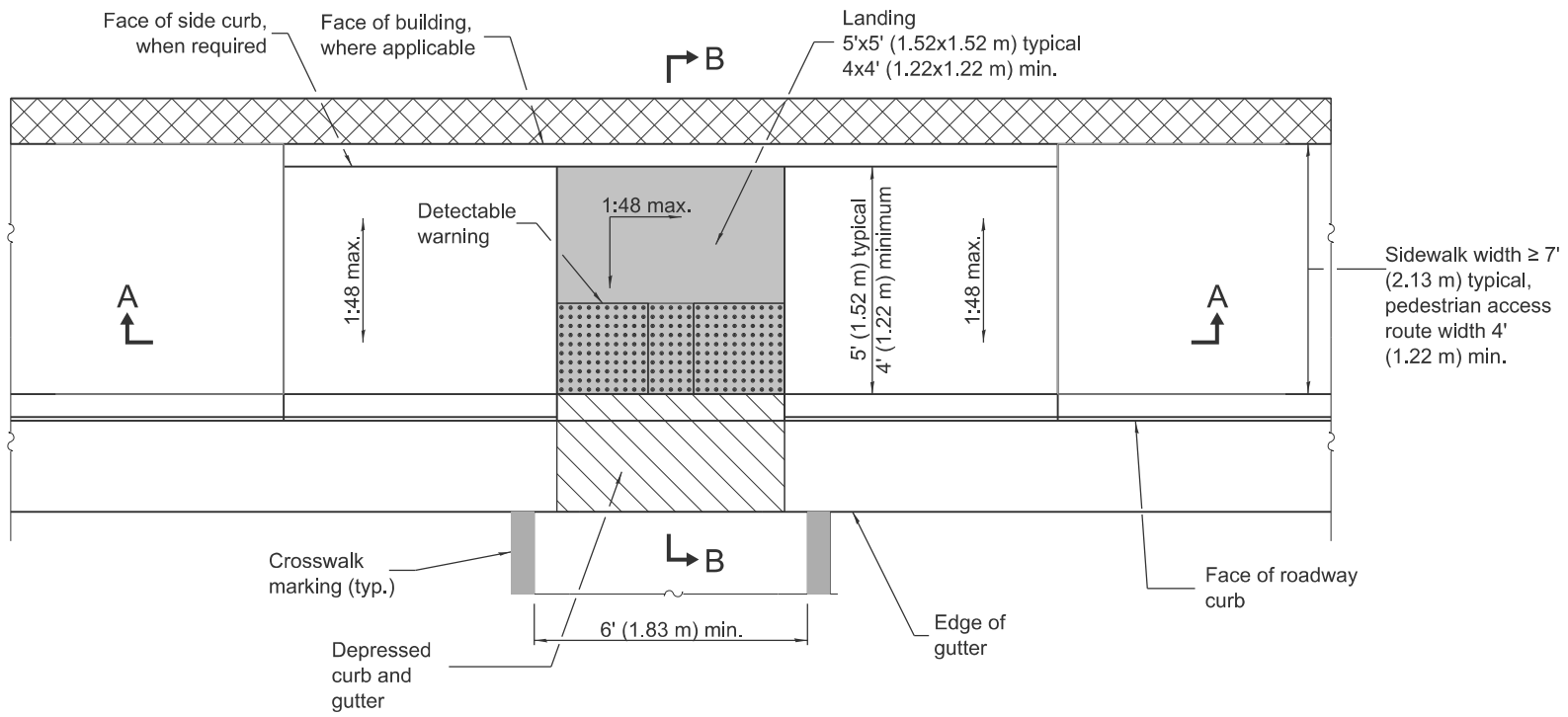
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

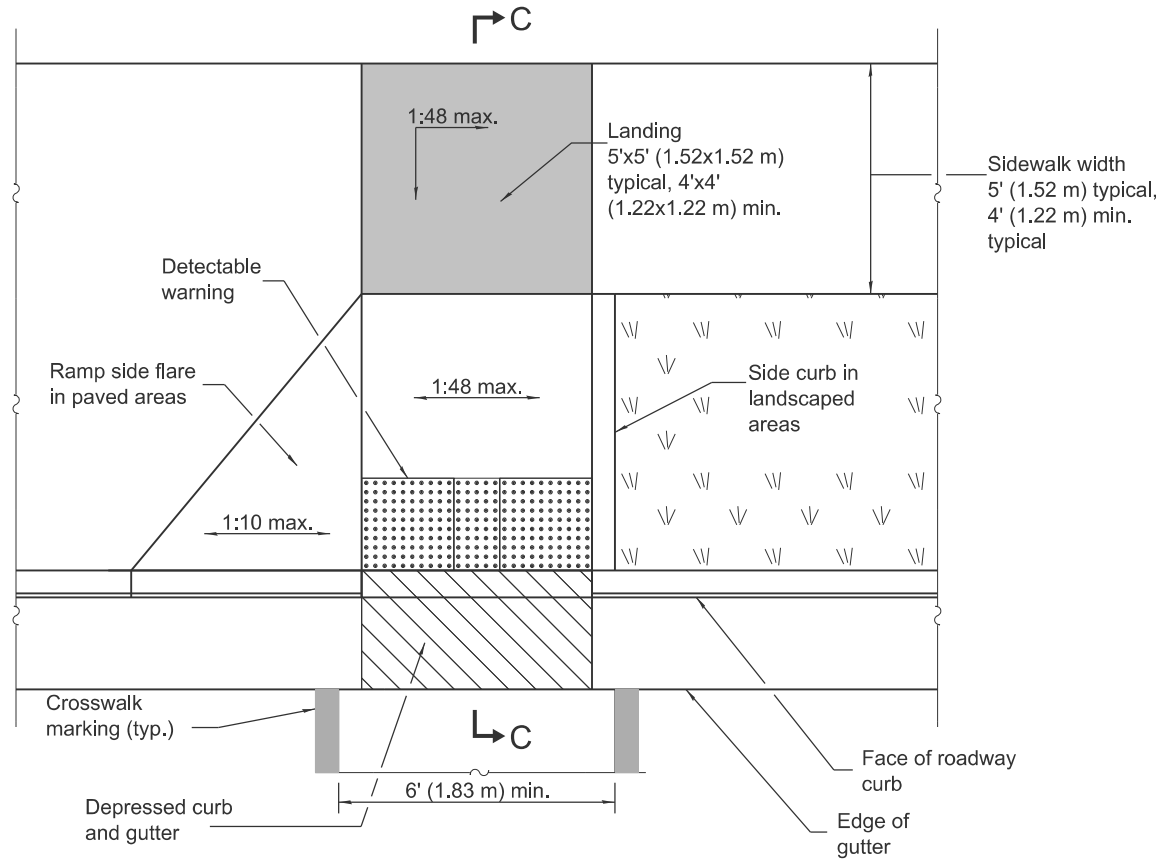
DATE	REVISIONS
1-1-25	Revised turning space with landing
	and updated cross-slope.
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

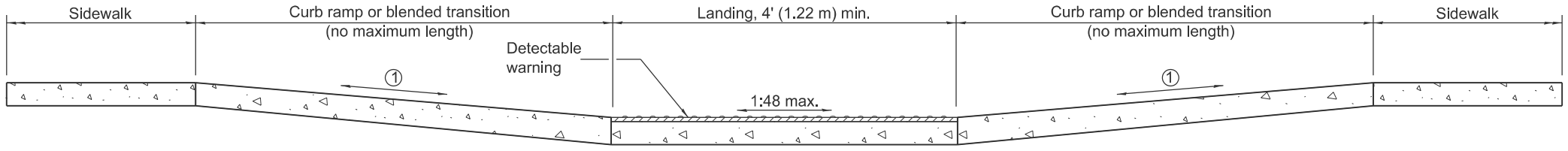
STANDARD 424011-05



PARALLEL MID-BLOCK CURB RAMP



PERPENDICULAR MID-BLOCK CURB RAMP



SECTION A-A

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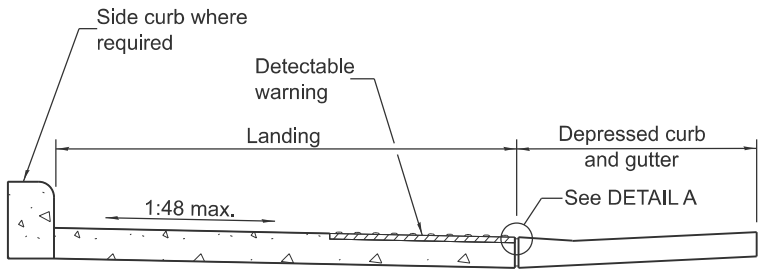
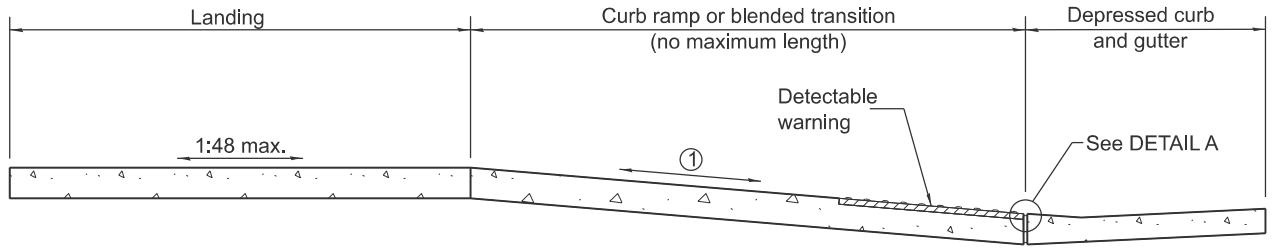
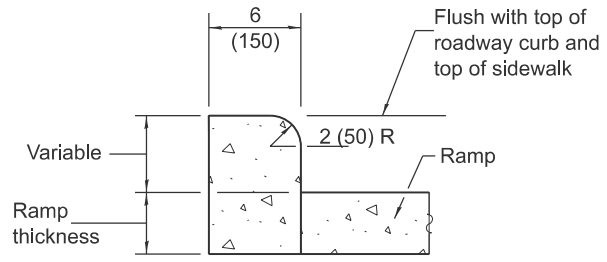


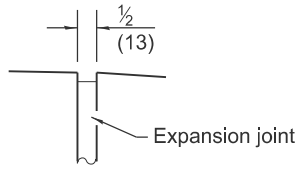
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

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Where 1:48 maximum slope is shown, 1:64 is preferred.

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Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

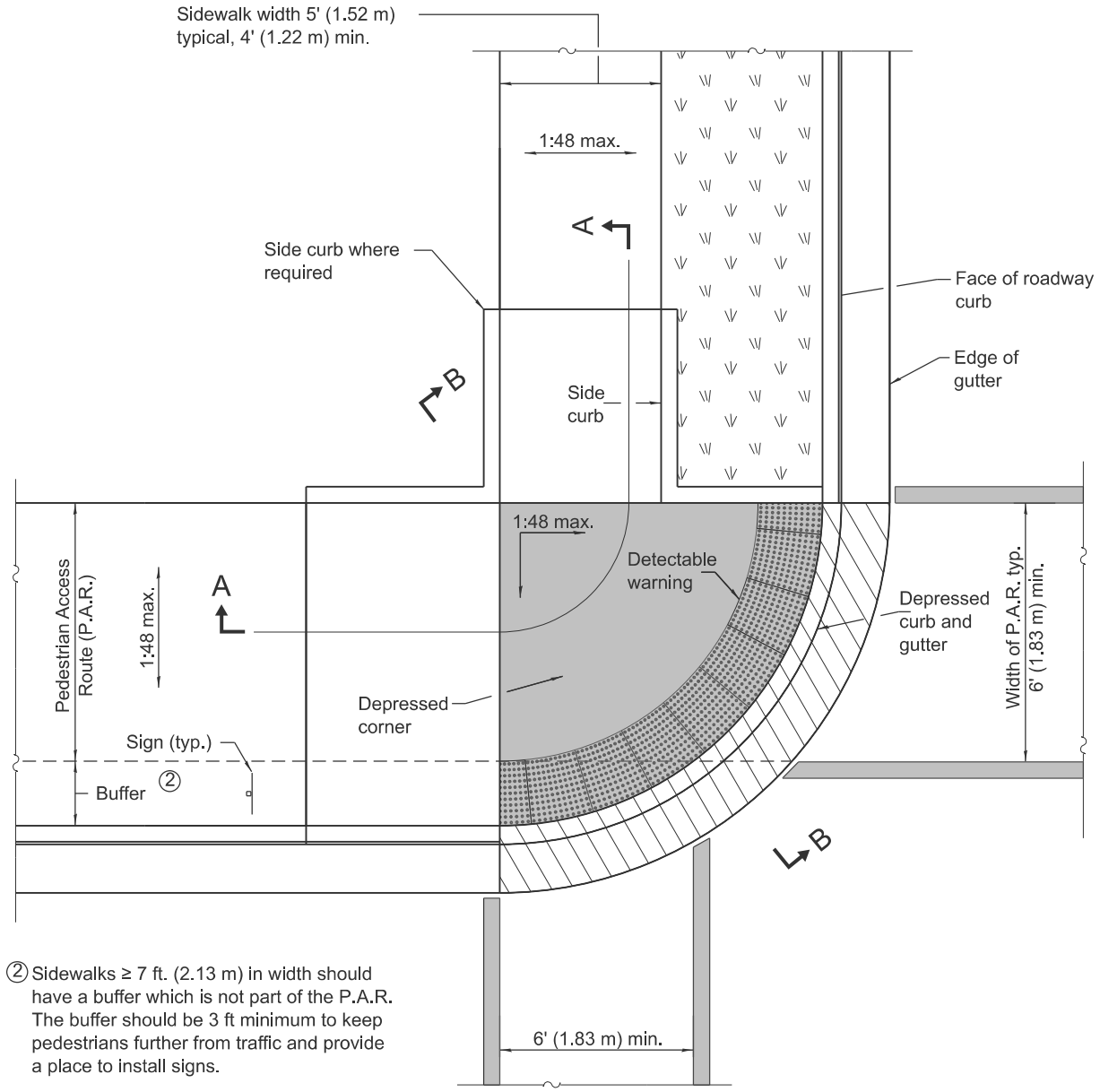
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-25	Revised turning space with landing
	and updated cross-slope.
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.

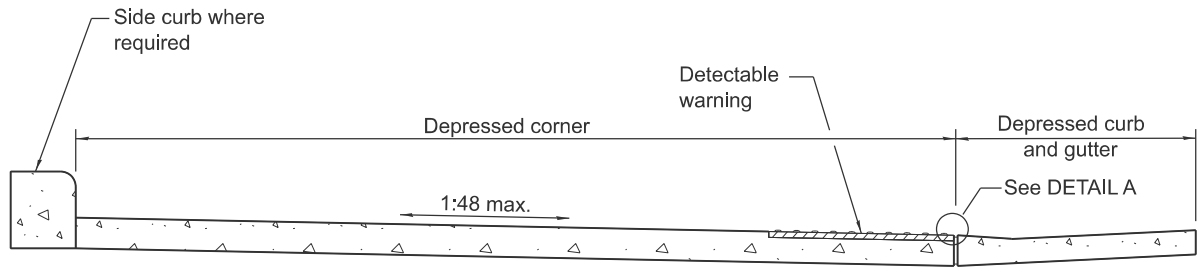
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-06

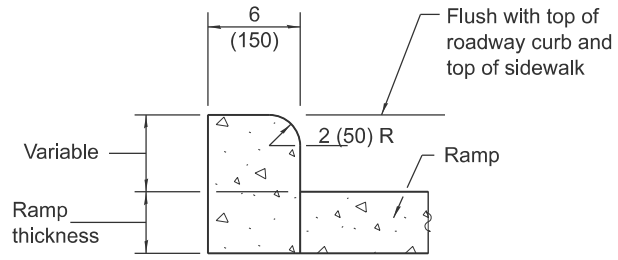


② Sidewalks ≥ 7 ft. (2.13 m) in width should have a buffer which is not part of the P.A.R. The buffer should be 3 ft minimum to keep pedestrians further from traffic and provide a place to install signs.

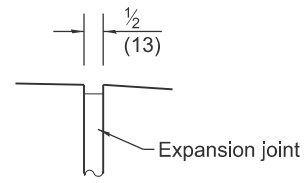
DEPRESSED CORNER



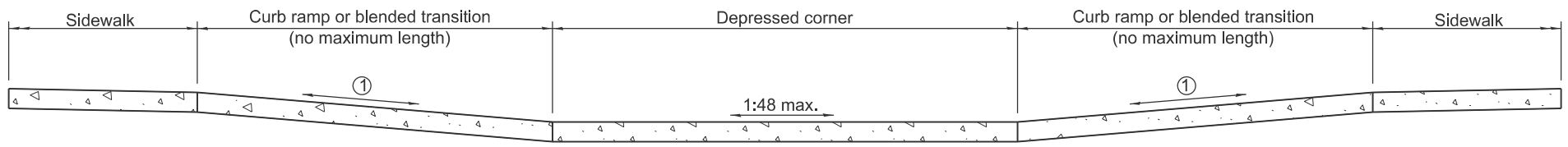
SECTION B-B



SIDE CURB DETAIL



DETAIL A



SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

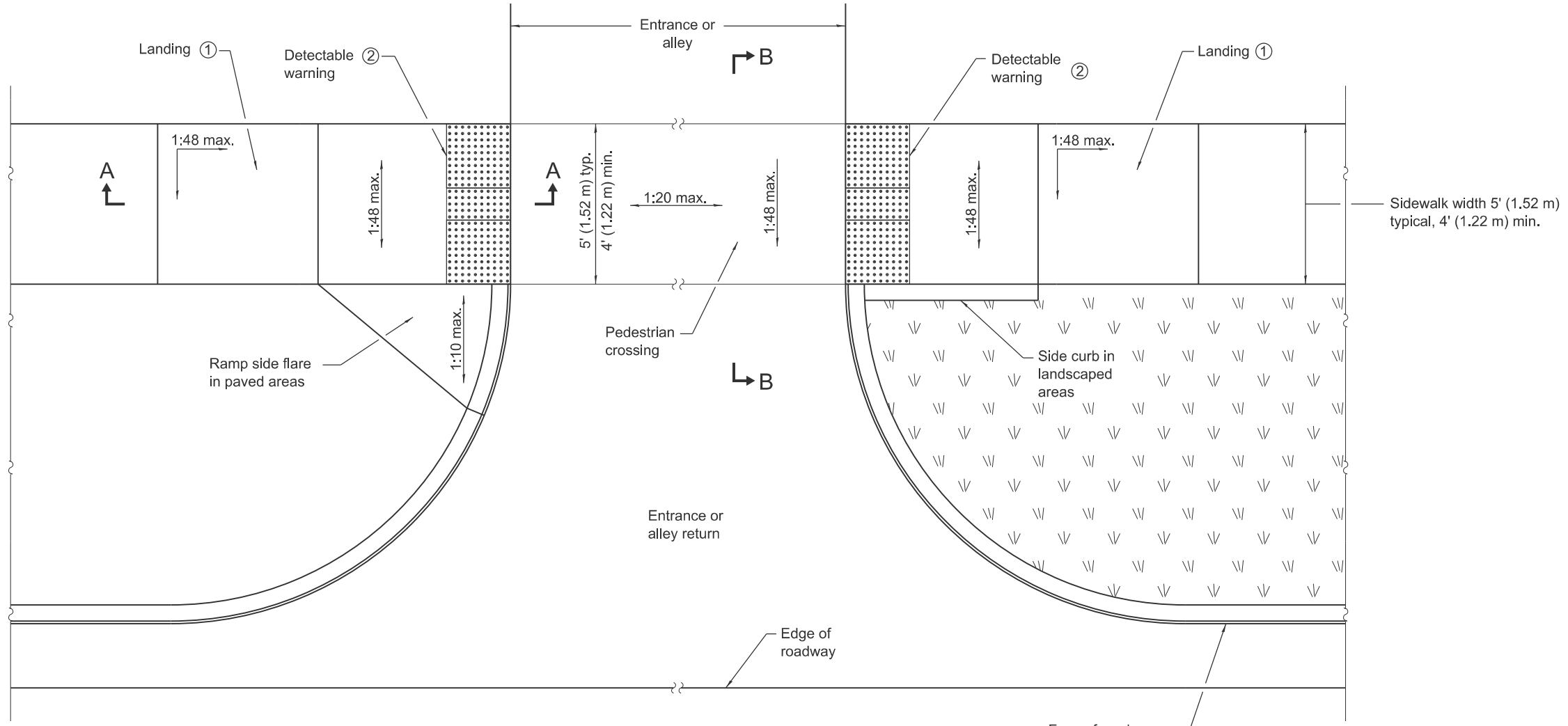
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-25	Remove min running slope from
	note 1 and updated cross-slope.
1-1-21	Added crosswalk striping and a
	"buffer" for wide sidewalks.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-07



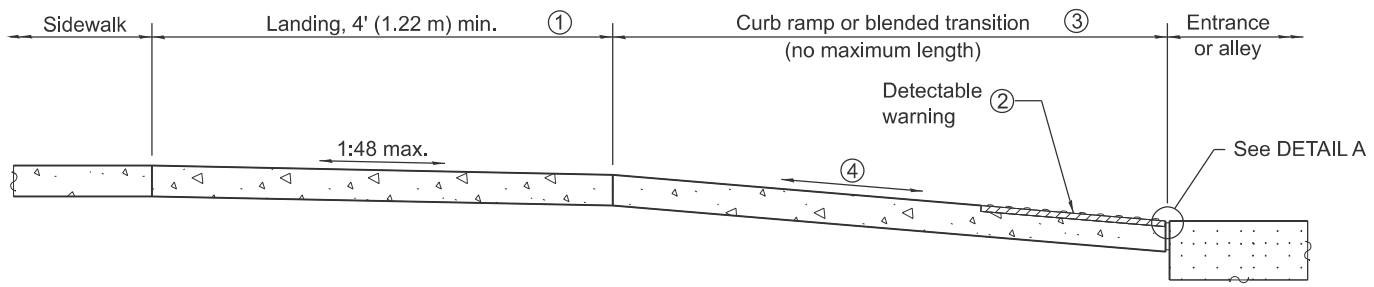
ENTRANCE / ALLEY PEDESTRIAN CROSSING

① Landing not required for blended transitions, or where there is no change in direction.

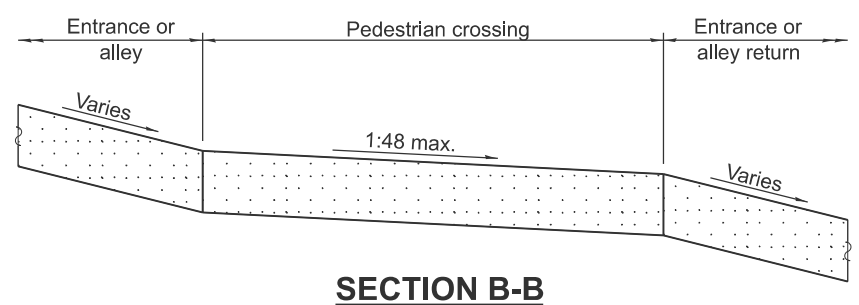
② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

③ Where possible, maintain the grade of the sidewalk across the entrance/ally to avoid the need for ramps and turning spaces.

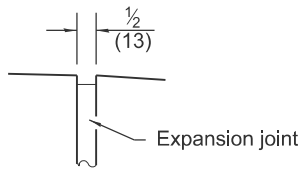
④ The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



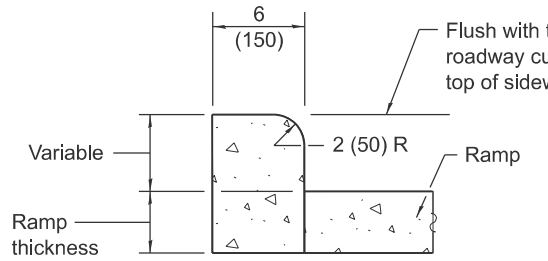
SECTION A-A



SECTION B-B



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

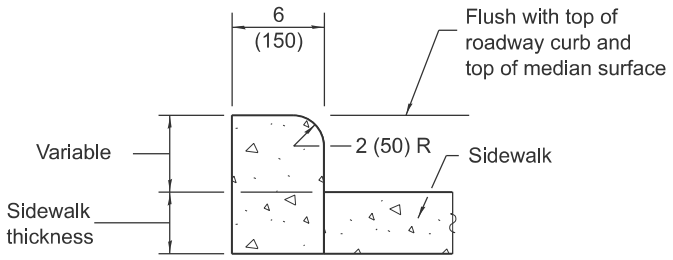
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

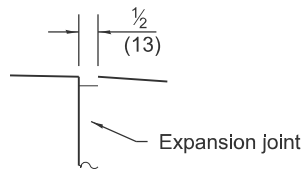
DATE	REVISIONS
1-1-25	Modified Section A-A notes and
	updated cross slopes.
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

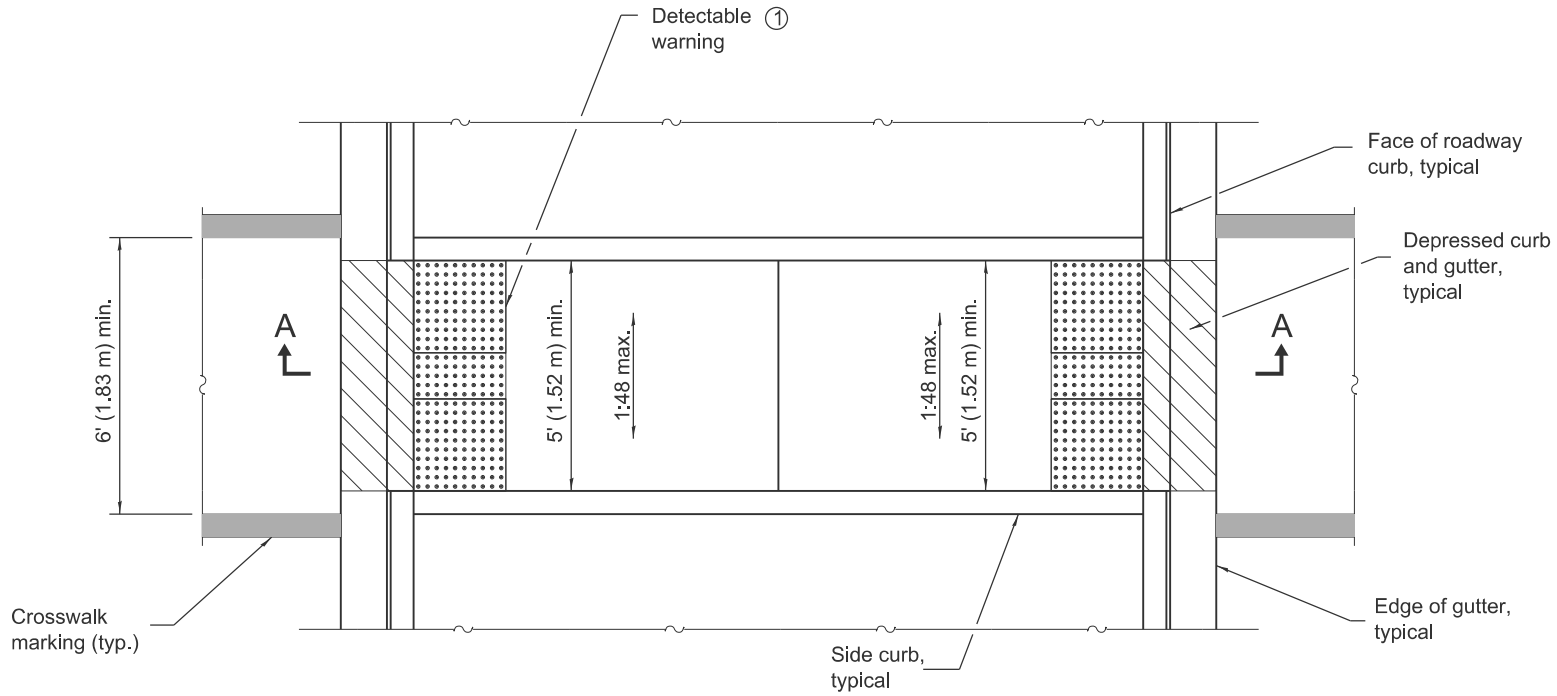
STANDARD 424026-04



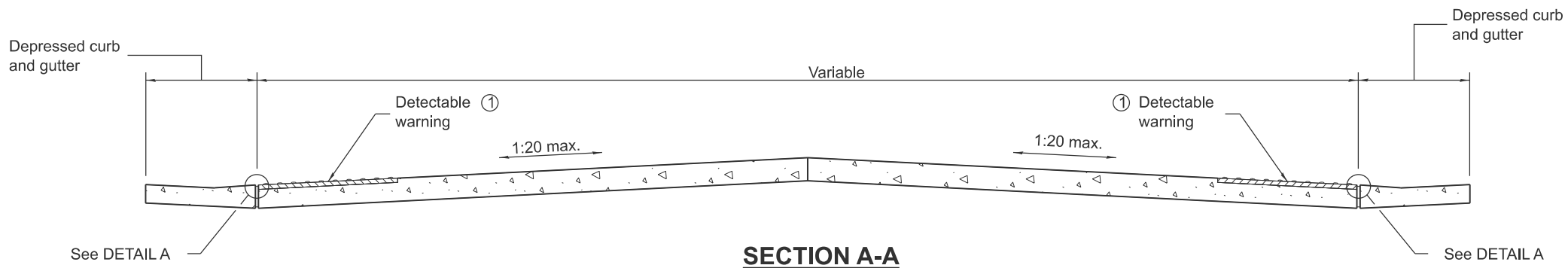
SIDE CURB DETAIL



DETAIL A



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-25	Updated cross-slope.
1-1-19	Added placement tolerances for
	detectable warnings.

MEDIAN PEDESTRIAN CROSSINGS

STANDARD 424031-03

Appendix 4

Inspection Forms

Pages 20-28

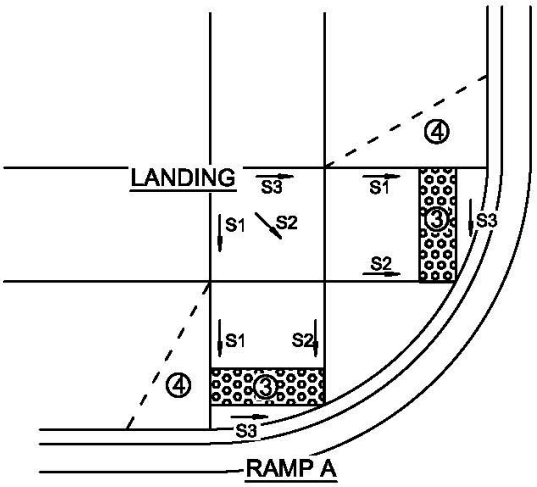
ADA CURB RAMP
EVALUATION CHECKLIST

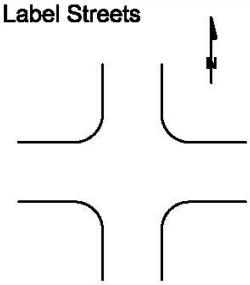
PERPENDICULAR RAMPS AT CORNER

Inspection Date:_____ Location:_____

Inspected By: _____

Note location on Map, Label Streets





1.) Are there existing ramps? Yes / No

2.) Is either existing ramp deteriorated? Yes / No
If Yes, which one? A / B / Both
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No If No, which one? A / B / Both

4.) If side tapers are present, are they less than or equal to a 10:1 slope?
Ramp A: Yes / No / Not Present If No, what is the slope?_____
Ramp B: Yes / No / No Present If No, what is the slope?_____

5.) Are manholes, handholes or valves located within the ramps or landing?
Ramp A: Yes / No Ramp B: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramps or landing?

Ramp A: Yes ☐ 0.5"-1" / No	Ramp B: Yes ☐ 0.5"-1" / No	Landing: Yes ☐ 0.5"-1" / No
☐ 1"-2"	☐ 1"-2"	☐ 1"-2"
☐ >2"	☐ >2"	☐ >2"

7.)

	RAMP A	RAMP B	LANDING
SLOPE 1 (S1)			
SLOPE 2 (S2)			
SLOPE 3 (S3)			

8.) Use back of sheet for additional comments

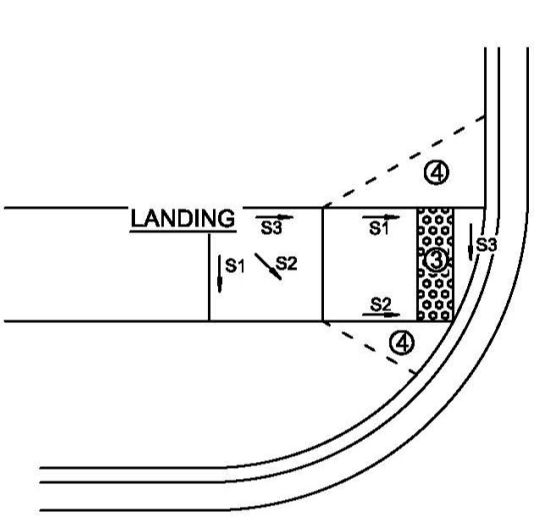
ADA CURB RAMP
EVALUATION CHECKLIST

SINGLE RAMP AT CORNER

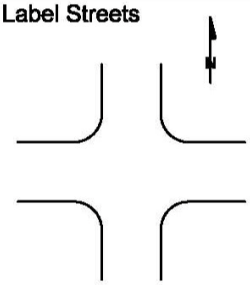
Inspection Date:_____ Location:_____

Inspected By: _____

Note location on Map, Label Streets



RAMP A



1.) Is there an existing ramp? Yes / No

2.) Is the existing ramp deteriorated? Yes / No
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) If side tapers are present, are they less than or equal to a 10:1 slope? Yes / No / Not Present
If No, what is the slope?_____

5.) Are manholes, handholes or valves located within the ramp or landing?
Ramp: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramp or landing?

Ramp : Yes	☐ 0.5"-1" / No	Landing: Yes	☐ 0.5"-1" / No
	☐ 1"-2"		☐ 1"-2"
	☐ >2"		☐ >2"

7.)

	RAMP A	LANDING
SLOPE 1 (S1)		
SLOPE 2 (S2)		
SLOPE 3 (S3)		

8.) Use back of sheet for additional comments

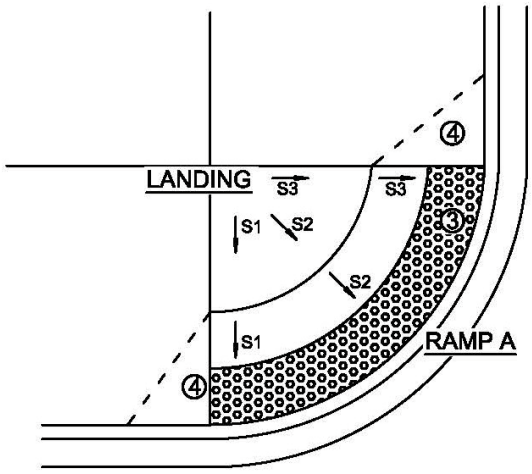
ADA CURB RAMP
EVALUATION CHECKLIST

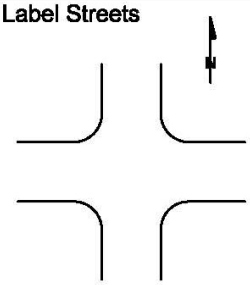
BLENDED TRANSITION AT CORNER

Inspection Date:_____ Location:_____

Inspected By: _____

Note location on Map, Label Streets





1.) Is there an existing ramp? Yes / No

2.) Is the existing ramp deteriorated? Yes / No
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) If side tapers are present, are they less than or equal to a 10:1 slope? Yes / No / Not Present
If No, what are the slopes?_____

5.) Are manholes, handholes or valves located within the ramp or landing?
Ramp: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramp or landing?

Ramp : Yes	☐ 0.5"-1" / No	Landing: Yes	☐ 0.5"-1" / No
	☐ 1"-2"		☐ 1"-2"
	☐ >2"		☐ >2"

7.)

	RAMP A	LANDING
SLOPE 1 (S1)		
SLOPE 2 (S2)		
SLOPE 3 (S3)		

8.) Use back of sheet for additional comments

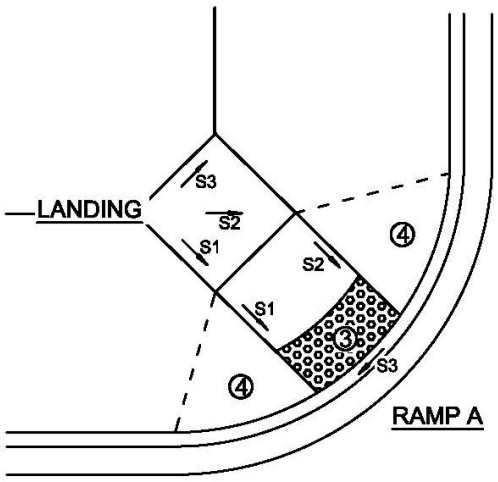
ADA CURB RAMP
EVALUATION CHECKLIST

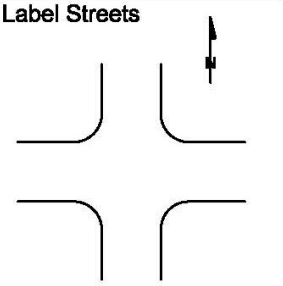
DIAGONAL RAMP AT CORNER

Inspection Date:_____ Location:_____

Inspected By: _____

Note location on Map, Label Streets





1.) Is there an existing ramp? Yes / No

2.) Is the existing ramp deteriorated? Yes / No
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) If side tapers are present, are they less than or equal to a 10:1 slope? Yes / No / Not Present
If No, what are the slopes?_____

5.) Are manholes, handholes or valves located within the ramp or landing?
Ramp: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramp or landing?

Ramp : Yes	☐ 0.5"-1" / No	Landing: Yes	☐ 0.5"-1" / No
	☐ 1"-2"		☐ 1"-2"
	☐ >2"		☐ >2"

7.)

	RAMP A	LANDING
SLOPE 1 (S1)		
SLOPE 2 (S2)		
SLOPE 3 (S3)		

8.) Use back of sheet for additional comments

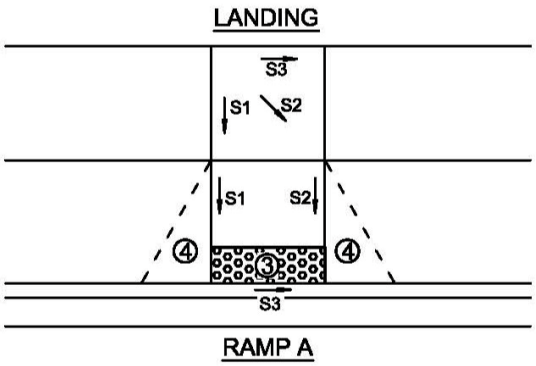
ADA CURB RAMP
EVALUATION CHECKLIST

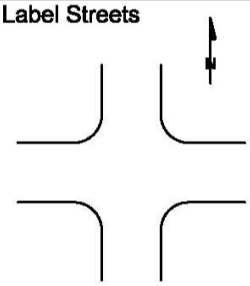
PERPENDICULAR RAMP AT MID-BLOCK

Inspection Date:_____ Location:_____

Inspected By: _____

Note location on Map, Label Streets





1.) Is there an existing ramp? Yes / No

2.) Is the existing ramp deteriorated? Yes / No
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) If side tapers are present, are they less than or equal to a 10:1 slope? Yes / No / Not Present
If No, what are the slopes?_____

5.) Are manoles, handholes or valves located within the ramp or landing?
Ramp: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramp or landing?
Ramp : Yes ☐ 0.5"-1" / No Landing: Yes ☐ 0.5"-1" / No
☐ 1"-2" ☐ 1"-2"
☐ >2" ☐ >2"

7.)

	RAMP A	LANDING
SLOPE 1 (S1)		
SLOPE 2 (S2)		
SLOPE 3 (S3)		

8.) Use back of sheet for additional comments

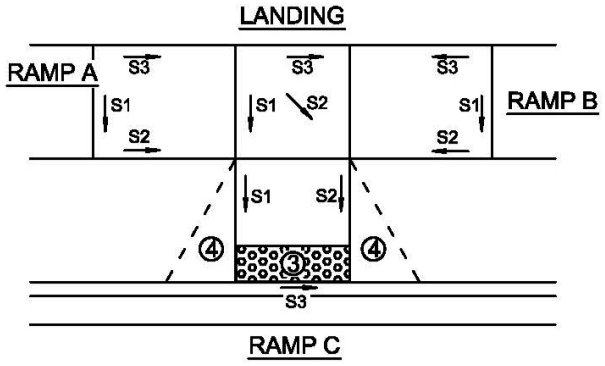
ADA CURB RAMP
EVALUATION CHECKLIST

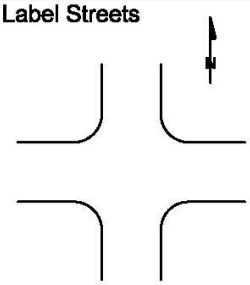
COMBINATION RAMP AT MID-BLOCK

Inspection Date:_____ Location:_____

Inspected By: _____

Note location on Map, Label Streets





1.) Are there existing ramps? Yes / No

2.) are any existing ramps deteriorated? Yes / No
If Yes, which one? A / B / C / All
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) If side tapers are present, are they less than or equal to a 10:1 slope? Yes / No / Not Present
If No, what is the slope?_____

5.) Are manholes, handholes or valves located within the ramps or landing?
Ramp A: Yes / No Ramp B: Yes / No Ramp C: Yes / No Landing: Yes / No

6.) Do heaved panels exist within the ramps or landing?

A: Yes	B: Yes	C: Yes	Landing: Yes
☐ 0.5"-1" / No	☐ 0.5"-1" / No	☐ 0.5"-1" / No	☐ 0.5"-1" / No
☐ 1"-2"	☐ 1"-2"	☐ 1"-2"	☐ 1"-2"
☐ >2"	☐ >2"	☐ >2"	☐ >2"

7.)

	RAMP A	RAMP B	RAMP C	LANDING
SLOPE 1 (S1)				
SLOPE 2 (S2)				
SLOPE 3 (S3)				

8.) Use back of sheet for additional comments

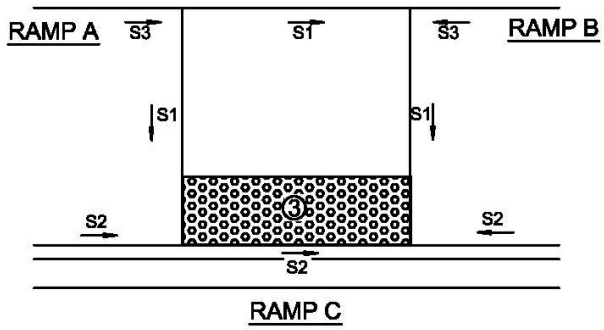
ADA CURB RAMP
EVALUATION CHECKLIST

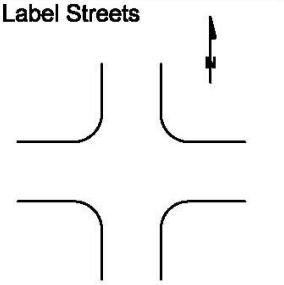
PARALLEL RAMP AT MID-BLOCK

Inspection Date:_____ Location:_____

Inspected By: _____

Note location on Map, Label Streets





1.) Are there existing ramps? Yes / No

2.) Are any existing ramps deteriorated? Yes / No
If Yes, which one? A / B / C / All
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No

4.) Are manholes, handholes or valves located within the ramps?
Ramp A: Yes / No Ramp B: Yes / No Ramp C: Yes / No

5.) Do heaved panels exist within the ramps?

Ramp A: Yes ☐ 0.5"-1" / No	Ramp B: Yes ☐ 0.5"-1" / No	Ramp C: Yes ☐ 0.5"-1" / No
☐ 1"-2"	☐ 1"-2"	☐ 1"-2"
☐ >2"	☐ >2"	☐ >2"

6.)

	RAMP A	RAMP B	RAMP C
SLOPE 1 (S1)			
SLOPE 2 (S2)			
SLOPE 3 (S3)			

7.) Use back of sheet for additional comments

ADA CURB RAMP
EVALUATION CHECKLIST

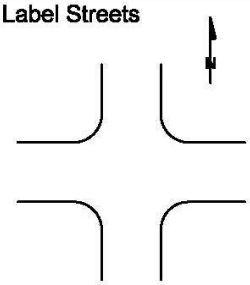
ATYPICAL RAMP

Inspection Date:_____ Location:_____

Inspected By: _____ _____

Sketch sidewalk ramp and slope locations

Note location on Map, Label Streets



1.) Are there existing ramps? Yes / No

2.) Are any existing ramps deteriorated? Yes / No
Which ones?
(Panels broken into three or more pieces)

3.) Are truncated domes present and in satisfactory condition? Yes / No If No, where?

4.) If side tapers are present, are they less than or equal to a 10:1 slope?
Yes / No / Not Present If No, what is the slope?_____ & Where is it located?

5.) Are manholes, handholes or valves located within the ramps or landing? Yes / No
If Yes, Where?

6.) Do heaved panels exist within the ramps or landing? Yes / No If Yes, Where?

7.)

	RAMP A	RAMP B	RAMP C	LANDING
SLOPE 1 (S1)				
SLOPE 2 (S2)				
SLOPE 3 (S3)				

8.) Use back of sheet for additional comments